



**Amendments to the Claims:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

1 to 15.           Cancelled.

16.     (Currently amended) A tie-down fitting for a rail system for a vehicle, comprising:

        a main body including an aperture formed therethrough and with a base portion that is configured and dimensioned to mate with a rail, the base portion having opposing first and second ends defining a longitudinal direction of the base portion;

        a first tie-down catch projecting outward from the main body beyond the first end of the base portion and a second tie-down catch projecting outward from the main body beyond the second end of the base portion in a direction opposite to the direction of the first tie-down catch, wherein the first and second tie-down catches project outward generally in the longitudinal direction of the base portion, wherein the main body and the first and second tie-down catches define a cleat shape;

        a locking plate actuatable to engage a portion of a the rail; and

        a rotatable wheel, rotatable about a rotation axis, disposed in the aperture of the main body and threadably coupled to the locking plate to actuate the locking plate, the rotation axis being perpendicular to the longitudinal direction of the base portion.

17.     (Previously presented)           A tie-down fitting as set forth in claim 16, wherein the fitting is adapted to engage a positioning scallop of the rail.

18.     (Previously presented)           A tie-down fitting as set forth in claim 16, wherein the locking plate is generally rectangular in shape with at least two rounded corners.

19.     (Previously presented)           A tie-down fitting as set forth in claim 16, further comprising a plurality of projections extending from the main body to mate with the rail.

20. Cancelled.

21. (Previously presented) A tie-down fitting as set forth in claim 16, wherein the main body has a generally D-shaped cross section.

22. (Currently amended) A tie-down fitting as set forth in claim 21, wherein the generally D-shaped cross section comprises ~~a generally flat base portion having first and second ends and~~ an arcuate upper portion interconnecting the first and second catches ends.

23. (Withdrawn) A tie-down fitting as set forth in claim 16, further comprising a spring to urge the locking plate toward the main body and into engagement with the rail.

24. (Previously presented) A tie-down fitting as set forth in claim 16, wherein a longest axis of the locking plate is oriented generally perpendicular to the rail when the tie-down fitting is secured to the rail.

25. Cancelled.

26. (Previously presented) A truck bed comprising:  
a tie-down fitting and rail as set forth in claim 16.

27. (Previously presented) A tie-down fitting as set forth in claim 16, further comprising at least one projection extendable in a space between flanges of the rail when the fitting is attached to the rail to guide the fitting.

28. (Previously presented) A tie-down fitting as set forth in claim 16, wherein the fitting is configured for top-down loading.

29. (Previously presented) A tie-down fitting as set forth in claim 16, wherein the fitting is configured to be top-down loaded into the rail and then turned 90°.

30. (Previously presented) A tie-down fitting as set forth in claim 16, wherein a diameter of the rotatable wheel is larger than a width of the main body.

31. (Previously presented) A tie-down fitting as set forth in claim 21, wherein the main body is configured to be a tie-down point.

32. (Previously Presented) A tie-down fitting as set forth in claim 16, wherein the fitting further comprises a plurality of slot guide portions extending from the main body to guide the fitting with respect to the rail.

33. (Previously presented) A tie-down fitting as set forth in claim 16, wherein the first tie-down catch and the second tie-down catch project outward from the main body in directions substantially parallel to a major axis of the rail when the tie-down fitting is secured to the rail.

34. (New) A tie-down fitting as set forth in claim 16, wherein the base portion is formed of a first piece of material and the catches are formed of a second piece of material and the first and second pieces of material are fastened together by at least one fastener.

35. (New) A tie-down fitting as set forth in claim 16, further comprising a second aperture located in the main body above the rotatable wheel.

36. (New) A tie-down fitting as set forth in claim 16, further comprising:  
a knob on an end of the first tie-down catch which is not connected to the main body  
and a knob on an end of the second tie-down catch which is not connected to the main body.